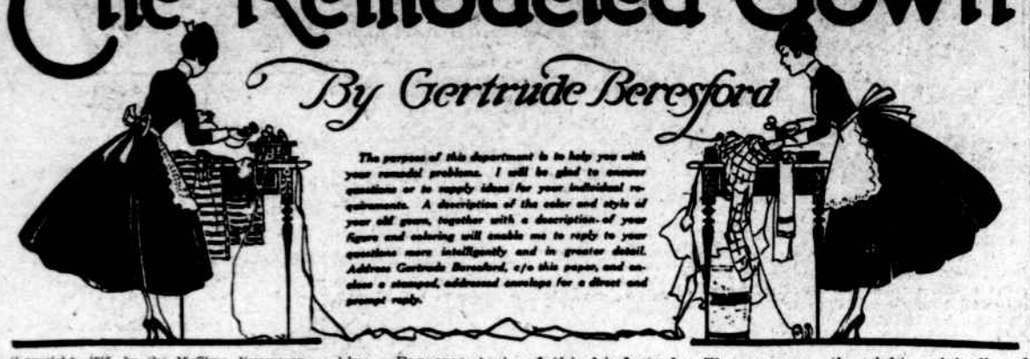
The Remodeled Gown

By Gertrude Beresford



The purpose of this department is to help you with your remodel problems. I will be glad to answer questions or to supply ideas for your individual requirements. A description of the color and style of your old gown, together with a description of your figure and coloring will enable me to reply to your questions more intelligently and in greater detail. Address Gertrude Beresford, c/o this paper, and enclose a stamped, addressed envelope for a direct and prompt reply.

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In summer so many affairs begin in the late afternoon and continue into the evening that it is quite necessary for every woman to number among her gowns a frock which looks well both in sunlight on the lawn and later for dinner or dancing under electric light.

I have sketched for you a dress of old blue Georgette crepe and taffeta, trimmed with bands of embroidery in blue. Passementerie of this kind used in just the right way is lovely and goes far toward completing the dressy touch on a gown; if used in the wrong way, it sounds the death knell of style right at the start, for there is nothing worse than "plastered" looking passementerie. So many people labor under the delusion that a touch of passementerie is the mark indispensible on a dressy gown.

three shades of blue with a silver thread wrought in and out; metallic buttons of silver, and a collar of white Georgette crepe. In this gown the bands on skirt, the wide-shaped band which runs around the bust and the cuffs were cut from taffeta obtained from an old dress which had been trimmed with embroidery in shades of

Cutting and Trimming Dress.

In this dress, the new Georgette crepe flounce is cut to reach from the high waist line to the taffeta band above the hem of taffeta. It is shirred to a wide belt of webbing. A box plait is laid in the middle of the front. A band of embroidery is set on either side, reaching from the under arm seam to the first band of taffeta. A scarf of crepe about twelve inches wide, picot finished, is carried across the back, drops over hip and disappears under the box plait in front, where it fastens on one side. If you have sufficient goods, the taffeta bands are best cut on the bias. They will, however, work out on the straight on account of the fullness of the Georgette crepe.

Planning the Waist.

The waist is attached to a lining of cotton net, the upper part and sleeve are cut from Georgette crepe and a shaped band of taffeta is set on around the bust and a little extra extension about two inches deep and about eight inches across, supplies the place for the silver buttons. This band may be cut with a seam under the arm. There "organ-pipe" plaits hold the fullness in to the band of embroidery, which falls loosely over the lines of shirring, which mark the waist line. The neck line may be finished by picot or small cord covered with crepe. This latter will prevent stretching. The collar of white crepe is wired to stand up in the back. The tight cuff of taffeta finished with self-covered buttons, is attached to a sleeve lining of net, to which three "organ-piped" plaits in the long sleeve of crepe are attached. A circular cuff of crepe completes an unusual sleeve. The back of the waist is identically like the front, with the exception of the fastening. It closes down the middle of the back, but may be made to fasten on the left shoulder and under the arm. The hat of black maline and lace trimmed with old blue ribbon and a pink rose is attractive and appropriate for wear with such a frock.

The gown on the right, originally of navy blue linen, was given an up-to-date and different look by the addition of a kimono yoke and sleeves, and a circular ruffle of blue and white striped linen, set on to the old skirt in points. The lower part of the old skirt was used for the collar, novel cuffs and straps across the front of the waist. If you do not care to take the trouble to make the cuffs, a more simple turn-back cuff may be used instead of the one illustrated.

The deep cuff is slightly fitted by means of a seam running up the back of the cuff. The other little cuff extending above is cut slightly circular. That is what gives it the flare. This idea of applying new striped goods will adapt itself to many of the one-piece dresses. So many lovely designs in stripes are supplied in foulard and taffeta that you should have no trouble in remodeling gowns of this material

Beautiful ginghams are brought out in a variety of striped designs. There is no material on the market whose color stands the wear of washing so well as this fabric, whose softness of weave also lends itself to graceful lines in the excessively wide skirts. This model made up in a plain lavender combined with lavender and white stripes, with pearl or self-covered buttons, would be most attractive and, given any kind of chance in the laundry, "September Morn" would find the color almost as clear as when it started out in June.

The hat illustrated is of two shades of linen, the darker linen being used for the facing. Feather-edged ribbon tied in flat bows, supplies the trimming.

Flight of "Air Hunters" Thrills Even Veterans

Seven Aviators with French Army Take Part in Raid Over German Lines—Thaw Safely Returns with Damaged Machine.

Special Correspondent of The Washington Herald.

Headquarters of an Aviation Group, Behind the French Front, May 16.—The aviator is an early bird and here, where the nightingale abounds, it is a close race between them to bed at dusk and to the fields at dawn.

The nightingales were rioting in song this morning when the pilots of the Franco-American Flying Corps were making their way to the aviation camp and daylight had just peeped over the horizon when Capt. H——, commander of the group, ordered "Bring out the machines!"

There was nothing new in this to the seven American pilots who have been flying in different groups on different parts of the front for upward of a year. They had all of them been out with the nightingale a few hundred mornings, but it announced their first expedition together as a separate unit of the French aviation corps over German territory.

Twenty-eight Machines Gathered.

Long planed machines resembling small sheds and short winged machines that, beside them, dwindled to the proportions of devil flies, rolled to the field and were pushed on the run to their places until twenty-eight were lined up as in battle array. Capt. H—— gazed maliciously at the low lying clouds—excellent mask for a flotilla crossing the enemy's lines—and ordered. "Tell the Americans to be ready!"

The Americans, grouped behind their swift chasers and looking something like divers in their working outfit, listened to final instructions from Capt. T——, who commands the Franco-American flotilla. The din was then too great for verbal orders to be heard, and a soldier with a white signal flag ran into the field while pilots and machine gunners leaped into their seats. The white flag was raised while the motors buzzed like a swarm of gigantic bumblebees. The flag dropped and Capt. H——'s big biplane rose with powerful grace into the air to lead the column. The flag was raised and dropped at intervals of about thirty seconds and each time a pair of the bigger machines followed until nineteen of them, like a flock of wild geese, were flying toward the adversary's lines.

The big machines were gone, but the noise grew louder as the propellers of the smaller but more powerful and swifter biplanes were set in motion. It was time for the Americans, specialists in speed. The first big machine was approaching the clouds when, with a bound, Capt. T—— rose into the air at so high an angle that it startled the two civilians present; then followed Lieut. William Thaw, Sergt. Elliot Cowdin and Corp. Victor Chapman, of New York; Sergt. Norman Prince, of Prides Crossing, Mass.; Corp. Kiffin Rockwell, of Atlanta, Ga.; Corp. J. M. McConnell, of Carthage, N. C., and Sergt. Hall, of Galveston, Tex.

Dangerous in Fight.

The little biplanes are the result of the evolution of aviation during the war—built to match the best German machines in speed, carrying only the pilot, a machine gun and the minimum requirement in combustibles. They don't rise gradually into the air like the larger machines, but bound upward with an ascensional power heretofore unattained. They are so dangerous in a fight that the pilot has to go into the adversary's territory to hunt an engagement. That was what the Americans, specially chosen for these machines, were about to do.

There were nine of them with nineteen of the big bombarding biplanes in sight in the air together for an instant, then the head of the line disappeared in the clouds. The "hunters," as the speedy machines are called, overhauled the last of the bigger fliers and went out of sight ahead of them, while Thaw's Iris and Capt. T——'s Fram, the two "pet dogs" of the camp, were still barking after them.

Even soldiers habituated to this spectacle for nearly two years never tire of its grandeur; they watch the last machine until it is out of sight, then turn back without comment to the sheds to await the return. The silence and solemnity of the camp after the bustle of the departure are depressing. The seventy soldiers know that some of those brave men may be missing when the roll is called.

Back at Last Minute.

Time passes rapidly on fighting expeditions, aviators say, but the two hours maximum wait in camp to see if they all get back, which doesn't always happen in this group, is always long. Watches are out after ninety minutes and eyes are turned in the direction taken by the flies. At the ninety-ninth minute a speck appears high above the horizon.

"There they come!" is the word that passes around camp and every one is on the field. "It's a chaser," says one. No. 2 is a bombarder," says another. In a few minutes twenty-seven specks are counted, then there is another wait and voices are hushed. A "hunter" circles around the camp, dives downward at a dizzy pace, skims along the field without slowing up, until breaking against the wind it comes to a thrilling stop. The spectator who doesn't know what the new French air chasers are feels his hair rising. The pilot waves his arm out of his hole to signal that all is well and the spectator wonders how he avoided a smash.

The faster machines, last away, are first back, for the fuel supply with them is sometimes a close fit and not a second is to be lost. Seven chasers land at the same breakneck pace with the same precision and with the same effect on the civilian's hair. The eighth seems to flutter as it approaches, tips and dives fitfully. Field glasses are leveled at him. "He's had his tailpiece carried away," cries one. "It is Thaw," says another, "and there's something wrong with his propeller." Alternately rearing, diving and sliding on its wing, the machine comes down convulsively like a wounded bird.

"He's going to smash wood a bit," explained a French soldier, expressing in aviation language the prospect of a smash. The machine rears again after a dive that took it dangerously close to the earth, veers around abruptly against the wind, bumps along the ground a hundred yards and stops.

"Thaw's one of the few pilots who could bring home a busted machine like that," said a soldier.

"But where's Chapman?" All the big biplanes are now in and pilots and soldiers are all searching the sky anxiously.

"Landing yonder is difficult if you are forced down," said a pilot.

"The chances are all on the wrong side," said another. Then a cry comes from the field. A speck had just emerged from the clouds and Chapman, driven out of his course by the shelling in which Thaw's propeller was damaged, had finally found his way and landed with the last drop of gasoline in his reservoir.

"The disgusting thing about it," said Thaw, while the mechanics were taking an inventory of the damage, "was that the fellows over there across the line wouldn't come out to fight."

Agave Victoriae Regina

Agave Americana is the well-known century plant. There are many varieties, some making very beautiful ornamental plants. They are equally good for indoor decoration and useful on terraces, in borders in the open ground during summer, and also for rock work. They are slow-growing plants, and after sending up a flower spike the plant dies as soon as this matures. There are a few exceptions, some varieties flowering year after year. If given sufficient heat this plant will flower when ten or twelve years old. New plants are freely produced in the form of suckers around the base of the old ones. Give good drainage and an ample supply of water during summer. During winter protection from frost must be afforded, when the plants will require very little water.

One of the most beautiful varieties is Victoriae Regina. The leaves are forty to fifty in a sessile rosette, stiff, rigid, lanceolate, growing about six inches long, one and one-half to two inches broad, gradually narrowing to an obtuse point. The color is dull green, margined with a white border. This is a beautiful and effective plant, easily grown, and it is strange that it is so little known.—Philadelphia North American.